1980 Passenger Car Tune-Up

ENGINE	IGNITION TIMING/RPM†		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Type	Gap	Make & Type	
AMC						
151" 4 Cyl.						
Federal	10°@900	12°@700	AC R44TSX	.060"	Roch 2SE	1
Calif.	12°@900	10°@700	AC R44TSX	.060"	Roch E2SE	2
258" 6 Cyl.	6°@700	10°@600③	CH N14LY④	.035"	Carter BBD	3
BUICK						
151" 4 Cyl.						
Federal	10°@1000	10°@650	AC R43TSX	.060"	Roch 2SE	4
Calif.	10°@1000	10°@650	AC R43TSX	.060"	Roch E2SE	5
173" V6						
Federal	2°@750	6°@700	AC R44TS	.045"	Roch 2SE	6
Calif.	6°@750	10°@700	AC R44TS	.045"	Roch E2SE	7
231" V6 2-Bbl.						
Federal	15°@550	15°@550	AC R45TSX	.060"	Roch M2ME	8
Calif.	.....	15°@550	AC R45TSX	.060"	Roch E2ME	9
231" V6 Turbo						
Federal	.....	15°@650④	AC R45TS	.040"	Roch M4ME	10
Calif.	.....	15°@650④	AC R45TS	.040"	Roch E4ME	11
252" V6	.....	15°@550	AC R45TSX	.060"	Roch M4ME	12
265" V8	.....	10°@700	AC R45TSX	.060"	Roch M2ME	13
301" V8	.....	12°@500	AC R45TSX	.060"	Roch M4ME	14
305" V8	.....	4°@550	AC R45TS	.035"	Roch M4MC	15
350" V8 VIN X	.....	15°@550	AC R45TSX	.060"	Roch M4MC	16
350" V8 VIN R						
Federal	.....	18°@1100④	AC R46SX	.080"	Roch M4MC	17
Calif.	.....	18°@1100④⑧	AC R46SX	.080"	Roch E4ME	18
CADILLAC						
252" V6	.....	15°@550	AC R45TSX	.060"	Roch M4ME	19
350" V8 E.F.I.	.....	10°@600	AC R45NSX	.060"	GM E.F.I.	20
368" V8 4-Bbl.						
Federal	.....	18°@1400	AC R47SX	.060"	Roch M4ME	21
Calif.	.....	18°@1400	AC R47SX	.060"	Roch E4ME	22
368" V8 D.E.F.I.	.....	10° under 800	AC R47SX①	.060"	GM D.E.F.I.	23
CHEVROLET						
98" 4 Cyl.						
Federal	12°@800	18°@750	AC R42TS	.035"	Holley 5210-C	24
Calif.	12°@800	18°@750	AC R42TS	.035"	Holley 6510-C	25
151" 4 Cyl. VIN 5						
Federal	10°@1000	10°@650	AC R43TSX	.060"	Roch 2SE	26
Calif.	10°@1000	10°@650	AC R43TSX	.060"	Roch E2SE	27
151" 4 Cyl. VIN V						
Federal	12°@1000	12°@650	AC R44TSX	.060"	Roch 2SE	28
Calif.	12°@1000	12°@650	AC R44TSX	.060"	Roch E2SE	29
173" V6						
Federal	2°@750	6°@700	AC R44TS	.045"	Roch 2SE	30
Calif.	6°@750	10°@700	AC R44TS	.045"	Roch E2SE	31
229" V6	8°@700	12°@600	AC R45TS	.045"	Roch M2ME	32
231" V6 2-Bbl.						
Federal	15°@550	15°@550	AC R45TSX	.060"	Roch M2ME	33
Calif.	.....	15°@550	AC R45TSX	.060"	Roch E2ME	34
231" V6 Turbo						
Federal	.....	15°@650	AC R45TSX	.060"	Roch M4ME	35
Calif.	.....	15°@650	AC R45TSX	.060"	Roch E4ME	36

SPARK PLUGS: CH — Champion; **MCFT** — Motorcraft.
CARBURETORS: MCFT — Motorcraft; **ROCH** — Rochester; **DEFI** — Digital Electronic Fuel Injection; **EFI** — Electronic Fuel Injection.

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No.	HOT IDLE*		FAST IDLE★			Remarks
			Man. Trans.		Auto Trans.	
	Man. Trans.	Auto. Trans.	RPM	Cam Step	RPM	
1	900	700	2400	High	2600	① — With A/C, set at 900/1250.
2	500/900①	500/700②	2400	High	2600	② — With A/C, set at 700/950.
3	700	600	1700	2nd Highest	1850	③ — On California Eagle, 8°@600.
						④ — Eagle models use N13L.
4	500/1000①	500/650③	2600	High	2600	① — With A/C, set at 1000/1300.
5	500/1000②	500/650③	2200	High	2600	② — With A/C, set at 1000/1200.
						③ — With A/C, set at 650/900.
6	750/1200	700/850	1900	High	2000	④ — On Riviera, 15°@600.
7	750	700/800	2000	High	2000	⑤ — Set Riviera to 600/650.
						⑥ — Transmission in Park.
8	600/800	550/670	2200	High	2000	⑦ — Transmission in Drive.
9	.....	550/620	.....	High	2200	⑧ — Set Riviera to 16°@1100 in Park.
10	.....	650⑤	.....	High	2200	
11	.....	650⑤	.....	High	2500	
12	.....	550/680	.....	High	2000	
13	.....	550/650	.....	High	2200	
14	.....	550/650	.....	High	2500	
15	.....	550/650	.....	High	2200	
16	.....	550/670	.....	High	1850	
17	.....	500/600	.....	High	700⑦	
18	.....	550/650	.....	High	700⑦	
19	.....	550/680	.....	High	2000	① — Eldorado & Seville use R45NSX.
20	.....	600	.....	.....	②	② — Non-adjustable.
21	.....	500	.....	2nd Highest	1450	
22	.....	575	.....	2nd Highest	1350	
23	.....	400②	.....	.....	②	
24	800/1150	750/1150	2500	High	2500	① — With A/C, set at 1000/1300.
25	800/1150	800/1150	2600	High	2500	② — With A/C, set at 1000/1200.
						③ — With A/C, set at 650/900.
26	500/1000①	500/650③	2600	High	2600	④ — With A/C, set at 1000/1250.
27	500/1000②	500/650③	2200	High	2600	⑤ — With A/C, set at 650/850.
28	550/1000④	550/650⑤	2600	High	2600	
29	500/1000②	500/650⑤	2400	High	2600	
30	750/1200	700/850	1900	High	2250	
31	750	700/800	2000	High	2000	
32	700/800	600/675	1300	High	1750	
33	600/800	560/670	2200	High	2200	
34	.....	600	.....	High	2200	
35	.....	550	.....	High	2200	
36	.....	600	.....	High	2200	

* — When idle solenoid is used, lower RPM is with solenoid disconnected; higher RPM is with solenoid connected.
† — All specifications given are Before Top Dead Center (BTDC); Auto. Trans. in "D" unless otherwise noted.
★ — All transmissions in Neutral unless otherwise noted.

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ENGINE	IGNITION TIMING/RPM†		SPARK PLUGS		CARBURETOR	No.
	Man. Trans.	Auto. Trans.	Type	Gap	Make & Type	
CHEVROLET (Cont.)						
267" V8	.....	4°@500⑧	AC R45TS⑦	.045"⑦	Roch M2ME	37
305" V8						
Federal	4°@700	4°@500	AC R45TS	.045"	Roch M4ME	38
Calif.	.....	4°@550	AC R45TS	.045"	Roch E4ME	39
350" V8 VIN L	6°@700	6°@500	AC R45TS	.045"	Roch M4ME	40
350" V8 VIN 8	6°@700	6°@500	AC R45TS	.045"	Roch M4MC	41
350" V8 VIN 6	12°@900	12°@700	AC R45TS	.045"	Roch M4MC	42
CHRYSLER						
104" 4 Cyl.						
Federal	12°@900	12°@900	CH RN12Y	.035"	Holley 5220	43
Calif.	10°@900	10°@900	CH RN12Y	.035"	Holley 5220	44
225" 6 Cyl. 1-Bbl.						
Federal	12°@725	12°@725	CH RBL16Y	.035"	Holley 1945	45
Calif.	.....	12°@725	CH RBL16Y	.035"	Holley 1945	46
225" 6 Cyl. 2-Bbl.	.....	12°@750	CH RBL16Y	.035"	Carter BBD	47
318" V8 2-Bbl.	.....	12°@700	CH RN12Y	.035"	Carter BBD	48
318" V8 4-Bbl.	.....	12°@700	CH RN12Y	.035"	Carter Thermo-Quad	49
360" V8 2-Bbl.	.....	12°@700	CH RN12Y	.035"	Carter BBD	50
360" V8 4-Bbl.	.....	16°@750	CH RN12Y	.035"	Carter Thermo-Quad	51
FORD						
140" 4 Cyl.						
Federal	6°@550	6°@600	MCFT AWSF-42	.034"	Holley 5200	52
Calif.	6°@650	12°@600	MCFT AWSF-42	.034"	Holley 6500	53
140" 4 Cyl. Turbo						
Federal	6°@550	10°@600	MCFT AWSF-32	.034"	Holley 5200	54
Calif.	2°@600	10°@600	MCFT AWSF-32	.034"	Holley 5200	55
200" 6 Cyl.						
Federal	12°@750①	10°@750②	MCFT BSF-82	.050"	Holley 1946	56
Calif.	.....	10°@750	MCFT BSF-82	.050"	Holley 1946-C	57
250" 6 Cyl.	4°@750	10°@750	MCFT BSF-82	.050"	Carter YFA	58
255" V8						
Federal	.....	6°@550	MCFT ASF-42	.050"	MCFT 2150	59
Calif.	.....	6°@500	MCFT ASF-42	.050"	MCFT 2150④	60
302" V8 2-Bbl.						
Federal	.....	6°@500③	MCFT ASF-52	.050"	MCFT 2150⑥	61
Calif.	.....	8°@500⑩	MCFT ASF-52	.050"	MCFT 2150⑦	62
302" V8 E.F.I.	.....	⑪	MCFT ASF-52	.050"	Ford E.F.I.	63
351" V8 2-Bbl.	.....	17°@800⑫	MCFT ASF-52	.050"	MCFT 2150	64
351" V8 E.E.C. III	.....	⑪	MCFT ASF-52	.050"	MCFT 7200VV	65
OLDSMOBILE						
151" 4 Cyl. VIN 5						
Federal	10°@1000	10°@650	AC R43TSX	.060"	Roch 2SE	66
Calif.	10°@1000	10°@650	AC R43TSX	.060"	Roch E2SE	67
151" 4 Cyl. VIN V						
Federal	12°@1000	12°@650	AC R44TSX	.060"	Roch 2SE	68
Calif.	12°@1000	12°@650	AC R44TSX	.060"	Roch E2SE	69
173" V6						
Federal	2°@750	6°@700	AC R44TS	.045"	Roch 2SE	70
Calif.	6°@750	10°@700	AC R44TS	.045"	Roch E2SE	71
231" V6						
Federal	15°@800	15°@550	AC R45TSX	.060"	Roch M2ME	72
Calif.	15°@800	15°@550	AC R45TSX	.060"	Roch E2ME	73

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No.	HOT IDLE*		FAST IDLE★			Remarks
			Man. Trans.		Auto Trans.	
	Man. Trans.	Auto. Trans.	RPM	Cam Step	RPM	
37	.....	500/600	.....	High	1850	⑥ — Set Impala & Caprice to 6°@500. ⑦ — Impala & Caprice use R46TS at .035".
38	700	500/600	1500	High	1850	
39	.....	550/650	.....	High	2200	
40	700	500/600	1500	High	1850	
41	700	500/600	1300	High	1600	
42	900	700/800	1300	High	1600	
43	900①	900②	1400	High	1700	① — With A/C, set idle at 850/900. ② — With A/C, set idle at 750/900. ③ — Idle speed should drop to 750 RPM when all hoses are reconnected. ④ — Idle speed should drop to 700 RPM when all hoses are reconnected.
44	700/900②	700/900②	1400	High	1700	
45	725	725	1400	2nd Highest	1600	
46	.....	840/900③	.....	2nd Highest	2000	
47	.....	750	.....	2nd Highest	1600	
48	.....	700	.....	2nd Highest	1500	
49	.....	650/900④	.....	2nd Highest	1300	
50	.....	700	.....	2nd Highest	1500	
51	.....	750	.....	2nd Highest	1200	
52	850	750	1800	2nd Highest	2000	① — Without A/C, set to 10°@750. ② — Without A/C, set to 7°@750 in "N". ③ — Without A/C, set to 550/700 in "N". ④ — Some Granada & Monarch use 2700VV. ⑤ — With A.O.T., set to 8°@500. ⑥ — Ford & Mercury use 2700VV. ⑦ — Ford & Mercury use 7200VV. ⑧ — Versailles, Granada & Monarch, set to 550/700. ⑨ — With 2700VV or 7200VV, 2nd Highest. ⑩ — With A.O.T., set to 10°@500. ⑪ — Non-adjustable. ⑫ — Calibration No. 012J-R10, set to 12°@800.
53	850	750	2000	2nd Highest	2000	
54	850	800	1800	2nd Highest	2000	
55	900	800	1800	2nd Highest	2000	
56	700/900	550/700③	1600	2nd Highest	2000	
57	.....	600/700	.....	2nd Highest	2300	
58	700/800	550/700	1700	2nd Highest	1700	
59	.....	550/700	.....	High	1800	
60	.....	500/650	.....	High	2000	
61	.....	500/650⑧	.....	High⑨	2000	
62	.....	525/625	.....	High⑨	2100	
63	.....	550	.....	High	2100	
64	.....	550/650	.....	High	2200	
65	.....	550/640	.....	2nd Highest	1650	
66	500/1000①	500/650③	2600	High	2600	① — With A/C, set at 1000/1300. ② — With A/C, set at 1000/1200. ③ — With A/C, set at 650/900. ④ — With A/C, set at 1000/1250. ⑤ — With A/C, set at 650/850.
67	500/1000②	500/650③	2200	High	2600	
68	550/1000④	550/650⑤	2000	High	2600	
69	500/1000②	500/650⑤	2400	High	2600	
70	750/1200	700/850	1900	High	2250	
71	750	700/800	2000	High	2000	
72	600/800	550/670	2200	High	2000	
73	800	550/620	2200	High	2200	

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